

Many Troubles Result From Attaching License Plates to Water Caps

LICENSE PLATES CAUSE OF TROUBLE

Although a Small Factor, It May Produce Defects If Not Properly Placed.

By HARRY WARD.

A small thing like the placing of the forward license plate on an automobile may have a considerable effect on the running of the car. Most motorists have the bad habit of attaching the plate by a bracket to the water cap, which thereupon receives a strain which is not intended to bear.

As a result not infrequently a leak is started at the base of the water cap and the water comes out of the radiator in small quantities. The leak is often not enough serious to hurt the running of the car, except that it requires frequent refilling of the radiator, but one unpleasant result is that the occupants of the front seat get a continual spray of water, or if the windshield is up, that is covered with drops on a day when nothing but sunshine abounds. Then the dust gets on the glass, and mud is the outcome.

Bar Provided.

Some automobile manufacturers provide a bar that runs between the two forward lamps. From this the license plate may be swung. There is one objection to this plan which applies also to the number hung from the water cap, and that is that it cuts off a part of the front surface of the radiator and thereby impedes cooling just that much.

To be sure, the bar has a better chance to get back of the plate when it is swung from the bar between the lamps, leaving three or four inches between it and the radiator, than if it were flush up against the top of the radiator, as it is when the plate is hung from the water cap bracket. One State, Illinois, has plates perforated, so that when carried in front of the radiator they do not so much interrupt the cooling process.

Aside from other objections to the water cap as a point of attachment for license plates there is the other regarding the name plate of the machine. A great many automobiles have the characteristic trade mark of the car just below the water cap on the radiator front. When the license plate is swung from the water cap this plate is blotted out of sight. It certainly is policy on the part of the automobile manufacturer to provide a place for the front license plate so that his expensive and ornate trade mark is not hidden from sight when the car is ready for the road.

The best place for the plate to be carried is somewhere in the neighborhood of the bottom of the radiator. There it is out of the way of everything. It doesn't project so that it helps to tear clothing when one is cranking the car. Still it must not be so low that it will collect dust and become obscure, for that is a violation of the law. Some States, prominently among them Connecticut, require that the license plate shall be at least eighteen inches from the ground, so that it cannot collect dust and obscure the numerals.

Plate Is Safe.

When the plate is bolted or screwed securely into some part of the front, either the bottom of the radiator or clamped to the front axle, it is safe from being dislodged. The water cap attachment is not so secure because in order to hold the plate fast it must often be clinched on tight enough to bend in the side of the water cap, and yet the continued jolting of the car makes it loose up this hold. Some makers provide for bolting of the plate down at the lower part of the radiator, which is a very good point.

As to rear license numbers, the problem is not so marked. People have pretty much got over the habit of having a lamp bracket and license hanger in one. The plate puts a strain on the lamp bracket such that it doesn't support the lamp well, and furthermore the plate itself generally drops down on one side.

There is one concern that for some time has been making a frame plate with four holes in it, just above the rear spring, to which the license number may be attached. This is a convenience to owners and is positive in action.

Enamel Cracked.

More than that, when there was trouble with the enamel on numbers a couple of years ago it was to be noticed that on cars of this make the enamel lasted better than on some others using the lamp bracket method, where the wing nuts were screwed down so hard on the plate that of necessity the enamel cracked. With most modern cars provision is made for the application of the number

Latest Arrivals on Capital's Automobile Row

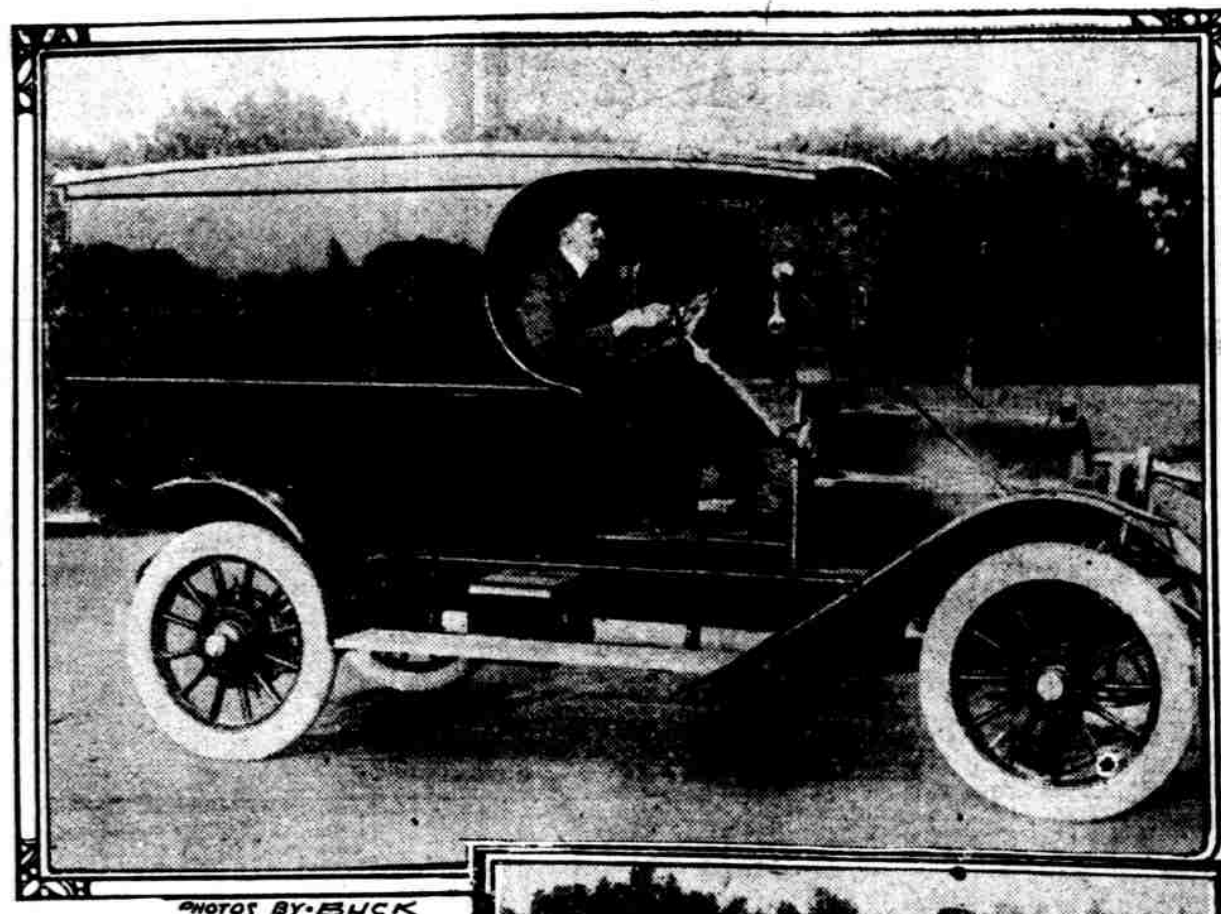
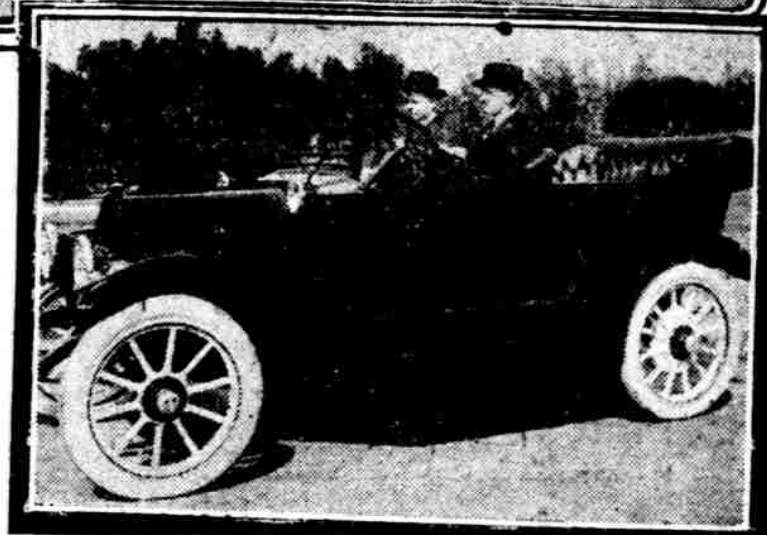


PHOTO BY BUCK
R. C. SMITH,
At Wheel of Overland Delivery Wagon.



BERT ROBINSON and W. A. WARD in Model 35 Maxwell.

LAST MINUTE NEWS

DOMESTIC.

Belvidere, N. J.—The coroner is investigating death of Joseph Titus, found in bungalow near Blairtown with bullet in his head.

Caldwell, N. J.—Edward J. McNamara, Paterson policeman, Madame Schumann-Heink protegee, will make debut with her in concert for Cleveland Home Memorial Association, October 9.

Seyville, L. I.—Walter L. Saydam, Jr., millionaire fisherman, caught 700 pounds of weakfish and blue fish.

Fulton, Mo.—Mrs. Susan Ross, who has been on trial here for the murder of her husband, J. H. Ross, was found guilty of murder in the second degree. The jury fixed the penalty at ten years imprisonment.

New Orleans.—Engineer Robert Harris was injured fatally and several passengers were bruised when the engine and baggage car of a fast Frisco passenger train went into a ditch sixteen miles north of New Orleans.

Montclair.—Miss Helen K. Taylor, daughter of late Warren S. Taylor, has been appointed curator of Montclair Art Museum.

Bridgeport, Conn.—The body of United States sailors, believed to be Arthur

Sheehan, recovered near inner harbor light.

New Brunswick, N. J.—The Pennsylvania Milk Special, running at high speed was wreck when an axle on rear car broke. None injured.

FOREIGN.

Lisbon.—One of the five men arrested for plotting against the life of Premier Costa, of Portugal, confessed. This man, Jaime Augusto, was a royalist officer in the army under the monarchy.

Vienna.—Frederick Penfield, new United States ambassador to Austria, was received in special audience by Emperor Francis Josef.

London.—Anthony N. Brady, the New York traction magnate, who died in London in July, left an estate of \$6,577,540 in Great Britain, according to his will which was probated here.

Dublin.—The Rev. Lucius O'Brien, Protestant dean of Limerick, is dead here.

Panama.—The most important step thus far toward the operation of the Panama Canal took place when the sea-going tugboat Gatun, drawing 12-12 feet of water, was successfully passed through the Gatun locks, and today floats upon the bosom of Gatun Lake.

FORD PRODUCTION INDUSTRIAL MARVEL

Five Hundred Thousand Cars a Year Is Prediction of Future Output.

When the Ford Motor Company reduced the prices of its cars August 1, the percentage of the cut was larger than that of any ever made by any automobile company, it is said. These reductions are made in the pursuance of the fixed policy of Henry Ford, adopted ten years ago when he established his great industry in Detroit, to place his motor cars at the lowest price which his product would permit, consistent with his ideals as to quality.

So tremendous has been the success of the Ford cars that the production has advanced each year with extraordinary leaps, and the Ford Motor Company has become one of the marvels of the industrial world. This magic growth has enabled Ford to better down the prices of his cars to a point within the reach of the pocketbook of everyone. Some predict the Ford 500,000 cars in one year is not a mere dream is realized when it is known that during the season which will end October 31, the Ford Company will have built and sold approximately 185,000 cars. When a concern achieves this much in ten years, the half-million mark may be regarded as a certainty and a goal that will be reached in a comparatively few years.

What the Ford prices then will be, Ford has not stated, but they will be as low as a huge production can make them, consistent with Ford quality.

About the time Henry Ford established his business he expressed the following sentiment, an ideal that he has realized:

"I will build a motor car for multitudes. It shall be large enough for two, small enough for the individual to easily operate and care for, and be simple in maintenance. It will be built of honest materials by the most workmen that money can tempt to a simple design that modern engineering can devise. But it shall be so low in price that the man of moderate means may own and enjoy with his family the blessings of happy hours spent in God's great open spaces."

"The reason that a railroad passenger car rides easier than a railroad freight car," says Irvin T. Donohoe, distributor of the J. M. Shock absorber in Washington, "is that the passenger car has, in addition to the ordinary laminated springs, sets of helical springs. J. M. Shock absorbers perform the same important function in relation to a motor car that helical springs do on the railroad passenger car. The shock absorbers contain helical springs that provide the additional vibration needed for perfectly easy riding. Not only do these shock absorbers make the car ride easier, but they reduce tire expenses and add to the speed possibilities of the car. They are made in a variety of sizes for different sizes of cars and types of springs."

Don't Crack Porcelain By Using Heavy Wrench

Don't use a heavy wrench in tightening the brass bushing, or the porcelain might crack when you least expect it," says a spark plug maker, and also be sure you don't leave any of the nuts loose on the spindle as a loose electrode will cause leakage of compression and finally cause a blow-out.

"Another thing to be careful about is to be sure you have not screwed the spark plug into the cylinder so carelessly that there will be a leakage of compression. Tighten the new plugs up after the motor has run for a few minutes. If it is needed then. This takes care of the allowance for expansion caused by the heat and saves the running of the plug through cracked porcelain."

AUTOMOBILE IS GREAT MISSIONARY

Mechanisms Placed in Hands of Immaculate Business Men. Teaches Thousands the Joy of Coaxing Most Out of Obstreperous Piece of Machinery Which Runs Car.

The world has seen no greater missionary than the motor car, which, coming at a time when mechanical labor was looked upon as only within the sphere of the man with perpetually dirty hands, placed motors and mechanisms in the hands of immaculate business men and taught them by the thousands that there was as much joy in coaxing and cajoling the most out of an obstreperous motor as in getting the last ounce of speed out of a fine horse.

Indeed, there is more, for in the case of mechanism the speed or successful operation was due to the application of a kind of gray matter heretofore unused by the successful business man.

The motor car has made the world understand the value of machinery, has lifted the manufacturing one might almost say to a high social plane, and has made of man in general a broader thinker, kinder unit of being, says Motor Age. Now comes the motor truck, which has broadened the horizons of the world to so large a degree that a time as has the motor vehicle movement, and with the coming of motor hauling and the motor truck this influence will be magnified many times.

Frames Stiffened By Too Light Bolting

Sometimes a squeak in a car cannot be readily located, despite the fact that it has been lavished upon every part under the body and that the springs have been given all the care necessary. It is not infrequent that a body is bolted down to the frame too tightly. This has the effect of stiffening it to such an extent that when the frame is twisted a little through road unevenness it prevents the body from following the frame. Nothing is gained by bolting the body down too tightly.

Radiator Protector Very Badly Needed

Why is it the makers of radiators, and of cars, do not devise some neat scheme for the protection of radiators? This could be worked out in the form of a screen, similar to that used on racing cars, and could be made neat in appearance. Many of the cars seen on the street show signs of the radiators having been in some sort of collision, and while they may not leak it means a repair job sooner or later at best is unsightly. Radiators on motor trucks are now generally protected by some form of bars of iron, which will serve the purpose, but which would spoil the appearance of a pleasure car.

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GEAR SHIFTING IS HARD FOR AMATEUR

So Many Things to Do at One Time That Beginner Becomes Confused.

"The most difficult task for the driving novice to master is gear shifting," says an automobile man who knows every angle of the automobile game. "The disengagement of the clutch, together with the speed lever movement, is quite as difficult at first as putting the head with one hand and rubbing the chest with the other. If there were not so many things to do all at the same time the beginner would be less confused. However, driving is a simple art when once mastered."

"Before starting the car it may be well to note a few 'don'ts,' namely, don't place the hands above the center of the steering wheel at any time, don't take a death grip on the steering wheel, as it looks awkward and is tiresome and dangerous; don't race the motor, don't move the rear lever without disengaging the clutch, don't let the clutch in fast, don't move the foot away from the clutch pedal when the car is moving, don't start car on any other than first gear, don't slip the clutch too much, as it will burn or wear beyond repair; don't watch the fellow behind, as he is watching you; don't take your eyes off the road for any reason whatever while the car is rolling."

"With engine started and bearing these don'ts in mind I will proceed to start the car. First throw out the clutch, release the emergency brake and place gear lever in first speed. Then let clutch come back easily, accelerating engine as it takes the load. When the car is rolling release the clutch again and shift from first to intermediate gear. This operation must be accomplished before the momentum already gained is lost or it will be necessary to start over again on first speed. Having gained the intermediate speed and assuming the next to be the high, one should accelerate considerably and then repeat the former clutch and lever movement."

J. M. Stoddard, of the Cook & Stoddard Company, left Thursday for his country home at West Springfield, N. H., where he will spend several weeks grouse shooting.

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